

Minutes of the November 4, 2020
Meeting of the
Board of Directors of
The New York Cycle Club, Inc.

Via Zoom Due to the COVID-19 Pandemic

Present were: Peter Storey (Club President), Neile Weissman (Public Relations Director), Gerald Ross (VP of Rides), Julie Blackburn (C Rides Coordinator), Michael Bernstein (A Rides Coordinator), Allan Friedman (ENY Director), Robert Gilbert (Treasurer), Leora Rosenberg (Volunteer Coordinator), Marc Simkin (Content Editor), Natan Elman (Webmaster), Steve Vaccaro (VP of Programs), Edward C. Delk (Secretary), and Kym Blanchard (Membership Director).

Peter, as President, called the meeting to order at 6:20 p.m.

1. Approval of October Minutes

On motion duly made and seconded, the minutes of the October 2020 meeting were approved.

2. Revisiting COVID-19 Riding Rules

Peter began a discussion concerning the adequacy of the Club's COVID-19 riding rules. He questioned whether the rules should be tightened or supplemented. The board discussed the topic, with members noting that the rules have worked pretty well so far, ride leaders have discretion to reduce the size of their group rides, and that fewer group rides occur during the winter. After further discussion, Peter proposed that the ride leader to participant ratio be updated to 2:8 and 1:6. The proposal was seconded and approved by the Board.

3. Improving NYCC Rider Experiences During COVID-19

Ed presented two ideas on how to improve the outdoor riding experiences of Club members during the COVID-19 pandemic. The first idea was to add a "Featured Routes" section to the NYCC website, publishing several local routes each week or month. The routes would start and end in NYC, vary in length, and be sourced from the NYCC ride library and Club member suggestions. The Featured Routes section could help members discover local routes that do not require use of Metro North, LIRR or the subway. That could inspire members to lead more Club rides or explore independently. The second idea was for the Club to publish a progressive series of weekly local routes for members who want to improve their strength and endurance through a graduated training program for individual use (non-SIG, non-STs). The program could be published on our website and perhaps as a Strava challenge.

The board members discussed the two ideas. One participant noted that the NYCC race team has expertise in developing a training series. Another person said SIG/STS leaders have similar expertise and could work with A-, B-, C- and D-ride coordinators in offering route suggestions. Peter agreed that he would discuss the ideas with ride coordinators to develop potential proposals.

4. Advocacy Proposals

The next topic for consideration was Neile's request that NYCC support, and collaborate with outside organizations concerning, a pair of cycling-related advocacies. The first advocacy is a "NYC Linear Parks" proposal that calls upon the City Council to empower DOT/Parks to create a city-wide network of recreational bikeways (aka, "linear parks" or "numbered bike routes"). Neile provided a copy of the proposal, which is attached to these minutes.¹ The second advocacy is an "Idaho Stop Law" proposal to enact NYS legislation that allows cyclists to treat "red lights" as "stop signs" and "stop signs" as "yield signs". Neile provided a copy of sample legislation, which is attached to these minutes.² Neile described the advocacies in detail and expressed the view that the Club would not need to allocate funds to adequately support, and collaborate with outside organizations concerning, either proposal. The board discussed each advocacy. Peter proposed that NYCC express support for, and collaborate with outside organizations concerning, the NYC Linear Parks proposal and the Idaho Stop Law proposal. His motion was seconded and approved by the board.

5. Report from Ad Hoc Committee (aka Investments Committee)

The board received an update from the Ad Hoc Committee concerning its review of a proposal that NYCC provide additional support to Kids Ride Club. Ed and Leora reported that the committee continues its work and plans to submit a proposal to the board by December. The most likely recommendation would include a plan to provide liability and renter's insurance using the already-allocated NYCC budget for KRC. Ed and Leora also mentioned the potential for the Club to consider sharing the KRC's LIC storage unit, instead of continuing to lease space at 135th and Riverside on a month-to-month basis to hold garden hoses, water jugs, stands for flags and other assorted items.

6. Gaiter and Mask Giveaway

Peter led a discussion of the plan for the Club to giveaway NYCC-branded gaiters and masks to interested members in lieu of a Holiday Party. The board settled on a design and a preliminary estimate of 750 gaiters and 250 masks. Peter assigned members roles to secure venues and make other arrangements.

¹ See <https://completegeorge.org/7-non-gwb/2020-04-intro-1933-2020>.

² See <https://www.nysenate.gov/legislation/bills/2019/s7026?fbclid=IwAR3EdEjFbGibmPEwYtDLQluvNyCYfzUbXiu8K6clq6UnIIY2hpmKARKUHEs>.

7. Escape New York Financials

Allan and Bob provided a brief update on the preliminary financial results of Escape New York.

8. NYCC Statement on Cycling Clothing and Equipment

Jerry led a discussion of his suggestion that NYCC update its website with a statement addressing cycling clothing and equipment. Jerry expressed his concern that new Club members, as well as members of the public, could have the mistaken impression that a cyclist should (or is expected to) buy expensive clothing and equipment to participate in our sport. A discussion followed and the board agreed that the Club should update its website with a brief statement that cycling does not need to be expensive and provide practical guidance on what riders should focus on in selecting bikes, equipment and clothing.

9. Ordering Club Gear

Allan provided an update on his review of problems people have had ordering club gear on the Ostroy website. He explained that the root of the problem was that the Club had not invested in acquiring and maintaining an inventory of NYCC-branded kit. Thus, when someone ordered an item, the vendor needed to run a short production to fulfill the request, which lead to delays. The board discussed the issue in greater detail including potential solutions.

The meeting was adjourned at 8:19 p.m.

Complete George

2020/04 – NYC Linear Parks



Image NY Times.

800,000 cyclists with nowhere to bike

This proposal seeks to implement NYC Council Intro [1933–2020](#) with a network of “linear parks.” If realized, it would result in hundreds of miles of recreational routes for NYC’s 800,000 cyclists who now have few options that aren’t overcrowded with pedestrians and runners.

The proposal can be implemented quickly and cheaply by posting the gps data. As routes gain acceptance, they can be enhanced with on-street signage and safety improvements.

The examples cited in this proposal:

- Are intended for weekend trips by adult cyclists who regularly ride in city traffic.

- Span 8-to-50 miles across Brooklyn, Queens, Bronx and Staten Island. Many begin and end Manhattan.
- Draw from rides organized by NYC's bike clubs; "event" rides like Five Borough Bike Tour; employ concepts developed in the [1997 NYC Bicycle Master Plan](#) and [U.S. Bicycle Route System](#) and the 37 mile [Old Croton Aqueduct Historic State Park](#).
- Aggregate existing on-road bike lanes, separated bike paths, low-intensity residential streets and industrial areas that get little traffic on weekends.
- Avoid crowded shared-use paths like Prospect and Central Park Drives and Hudson Greenway.
- Encourages ordering take-out from local restaurants and al fresco dining at nearby parks.
- Skips past city parks at regular intervals to ensure frequent rest stops.
- Do not require street closure, loss of on-street parking nor NYPD involvement.

Priorities

- **Benefits Underserved Constituencies** – Creates new opportunities for exercise and recreation NYC's 800,000 cyclists. Reduces crowding on existing facilities.
- **Preserves Access to Green Space** – Given that seven times as many bike for recreation than transportation, a network that emphasizes recreation and connecting public parks will do more to expand the constituency than a purely utilitarian network.

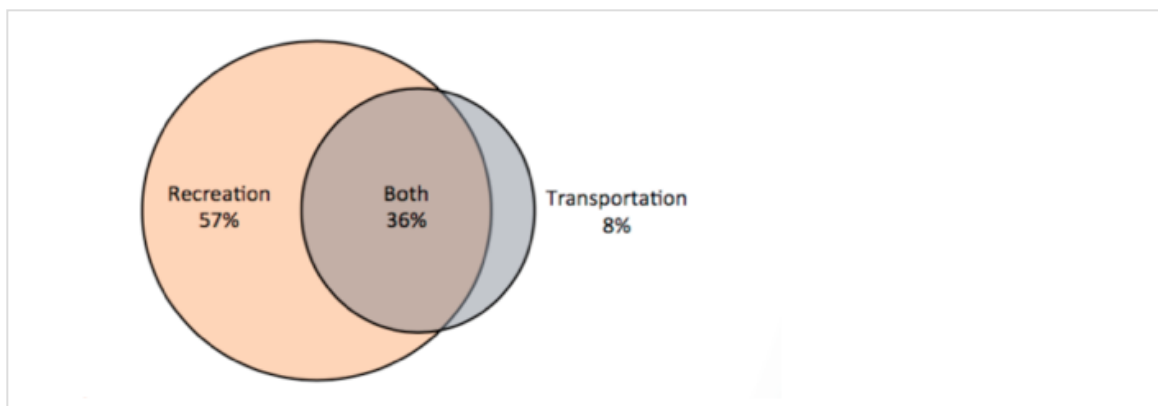


Image People for Bikes.

- **Creates Jobs and Develops Local Economies** – Will funnel city residents towards neighborhood food stops and capitalize on the trend towards [staycations](#). Cycle tourism added \$0.5 billion to NJ's economy in 2011—or \$56 per person. Per capita that's over \$1 billion in NY State.

- **Invests in Resilient Infrastructure** – Bikeways supplement existing bus–subway capacity. Bridges “transportation deserts.” Increases multi-modal trips. Enhances resilience to widespread transport outage and service reductions. Creates a value proposition, and a literal road map, for bike share providers to extend their networks to the outer boroughs.

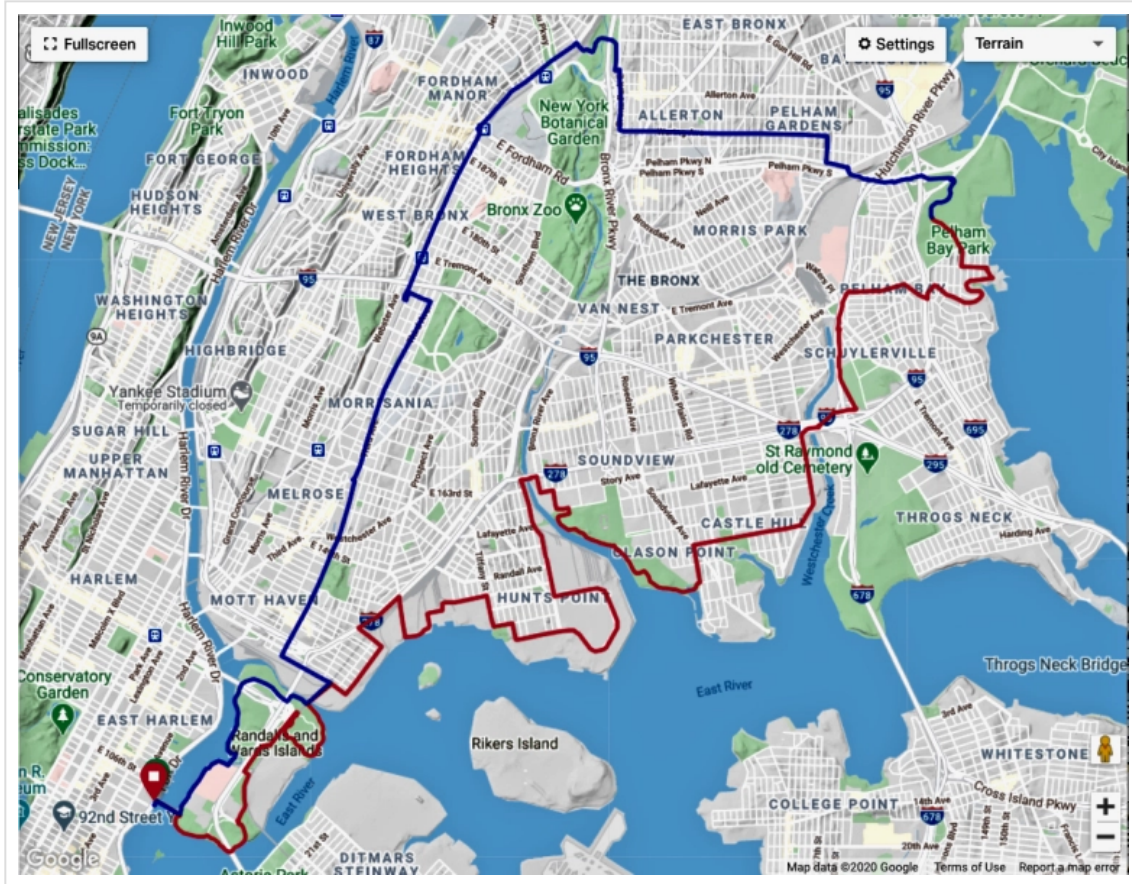
- **Has a Positive Effect on Climate Change** – Creating safe, accessible bike infrastructure reduces vehicle miles traveled, traffic congestion and CO2 emissions from transportation.

Examples

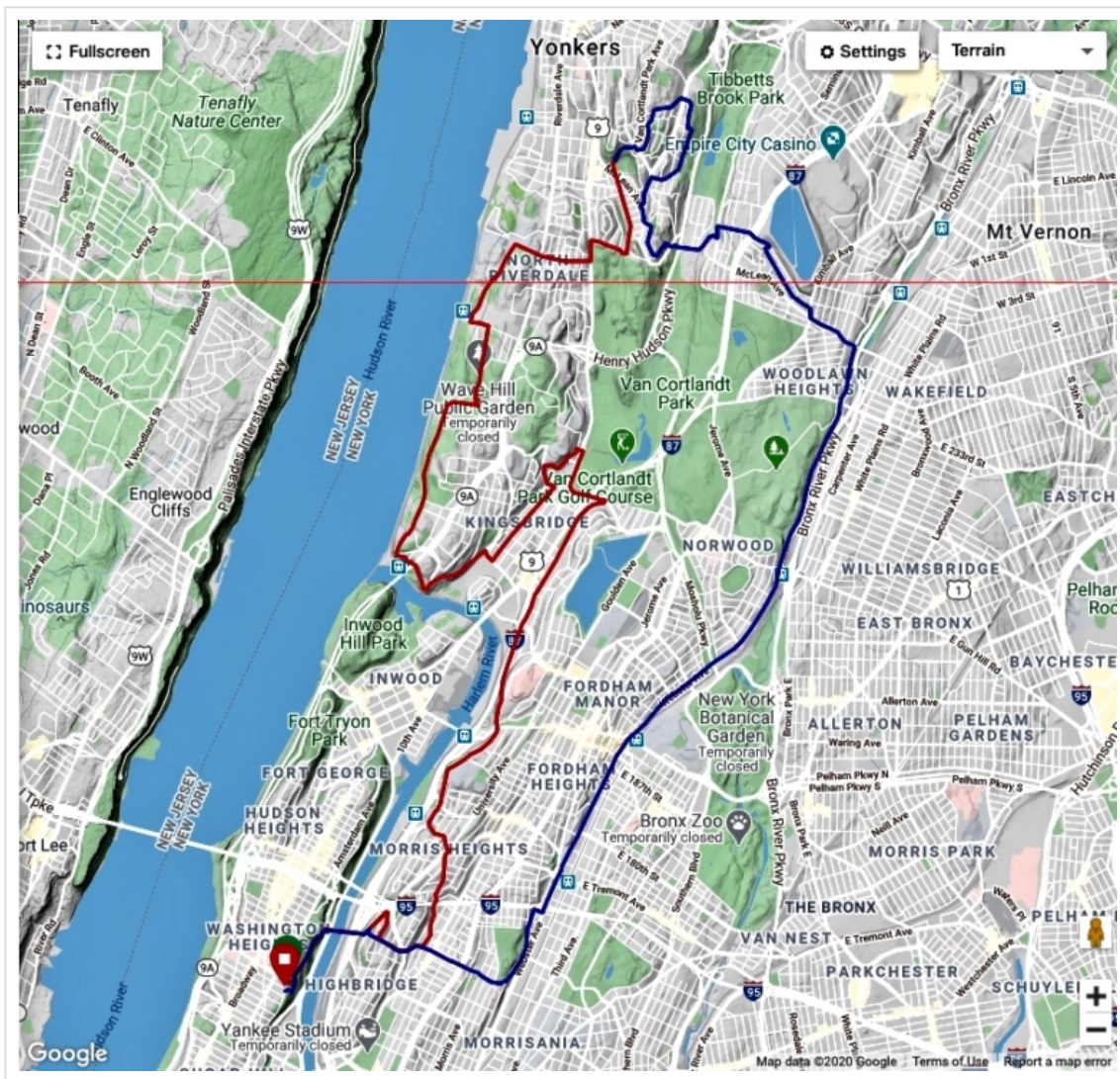
The following examples comprise a map (**red** is outbound, **blue** is inbound), a GPS file (requires [free account](#)) and a “cue sheet” (turn-by-turn printout).



Brooklyn #1 – Marine Park, 35.4 – GPS, cue sheet



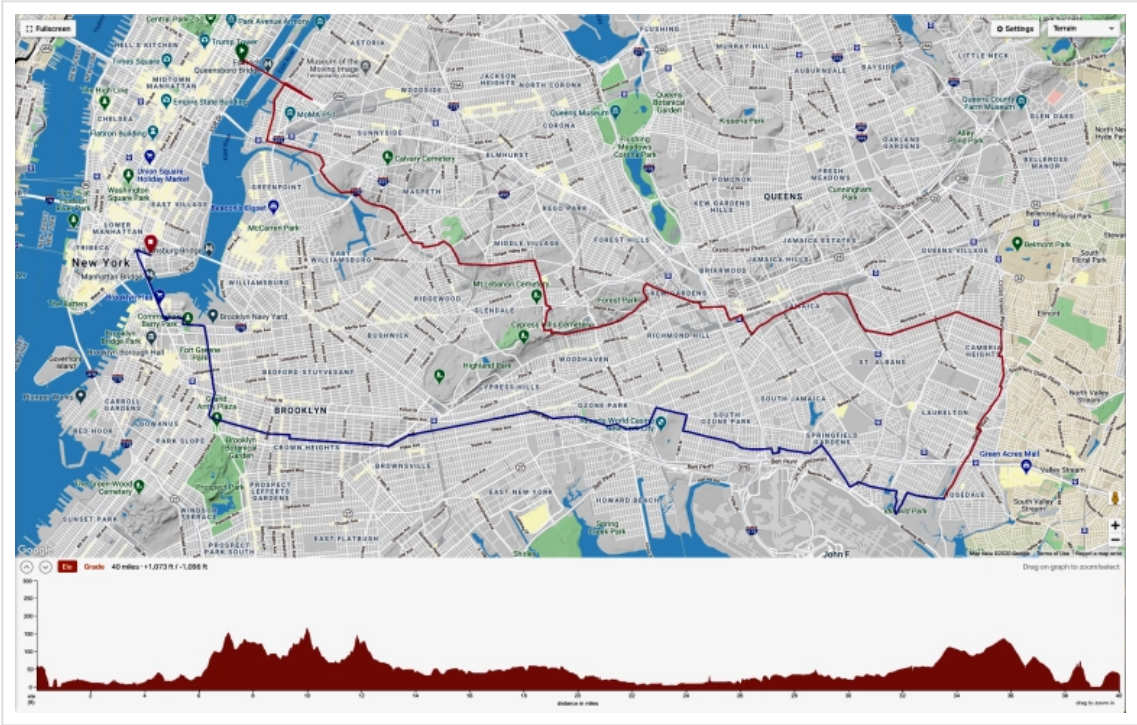
Bronx #1 – Pelham Bay, 30.0 miles – GPS, cue sheet



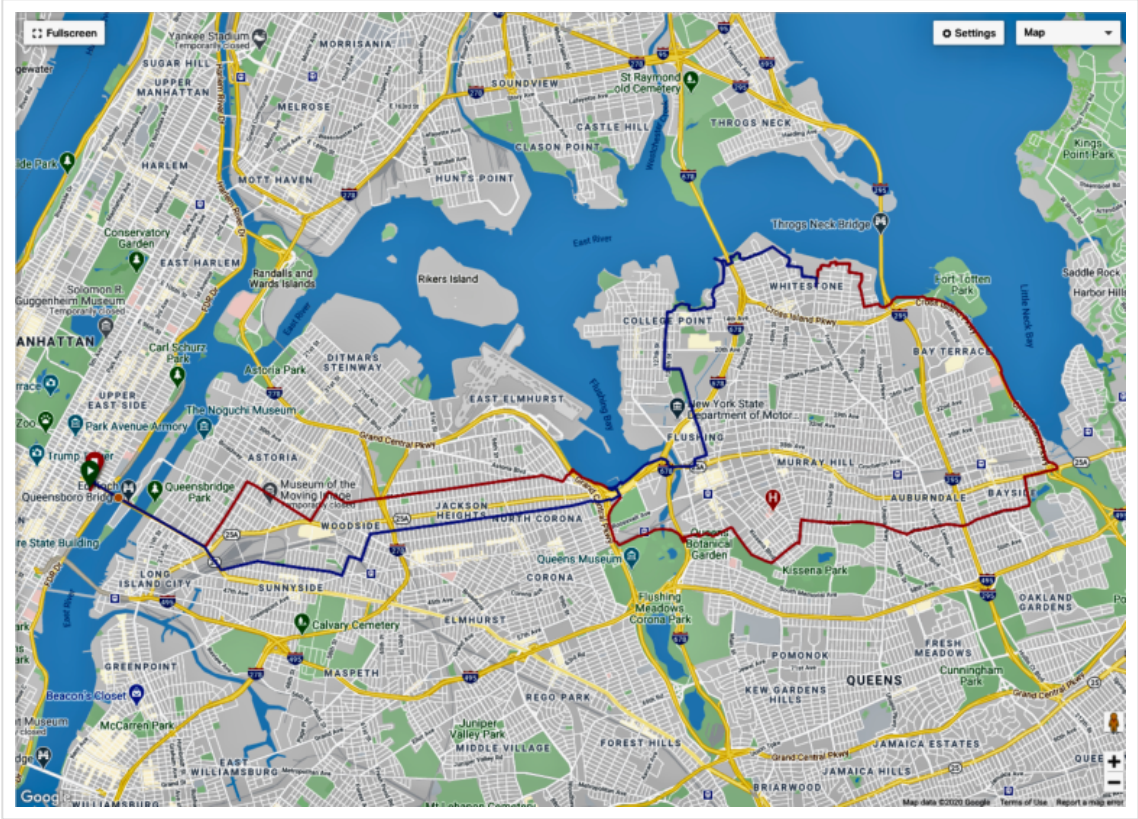
Bronx #2 – Alpe D'Bronx, 23.7 miles – GPS, cue sheet



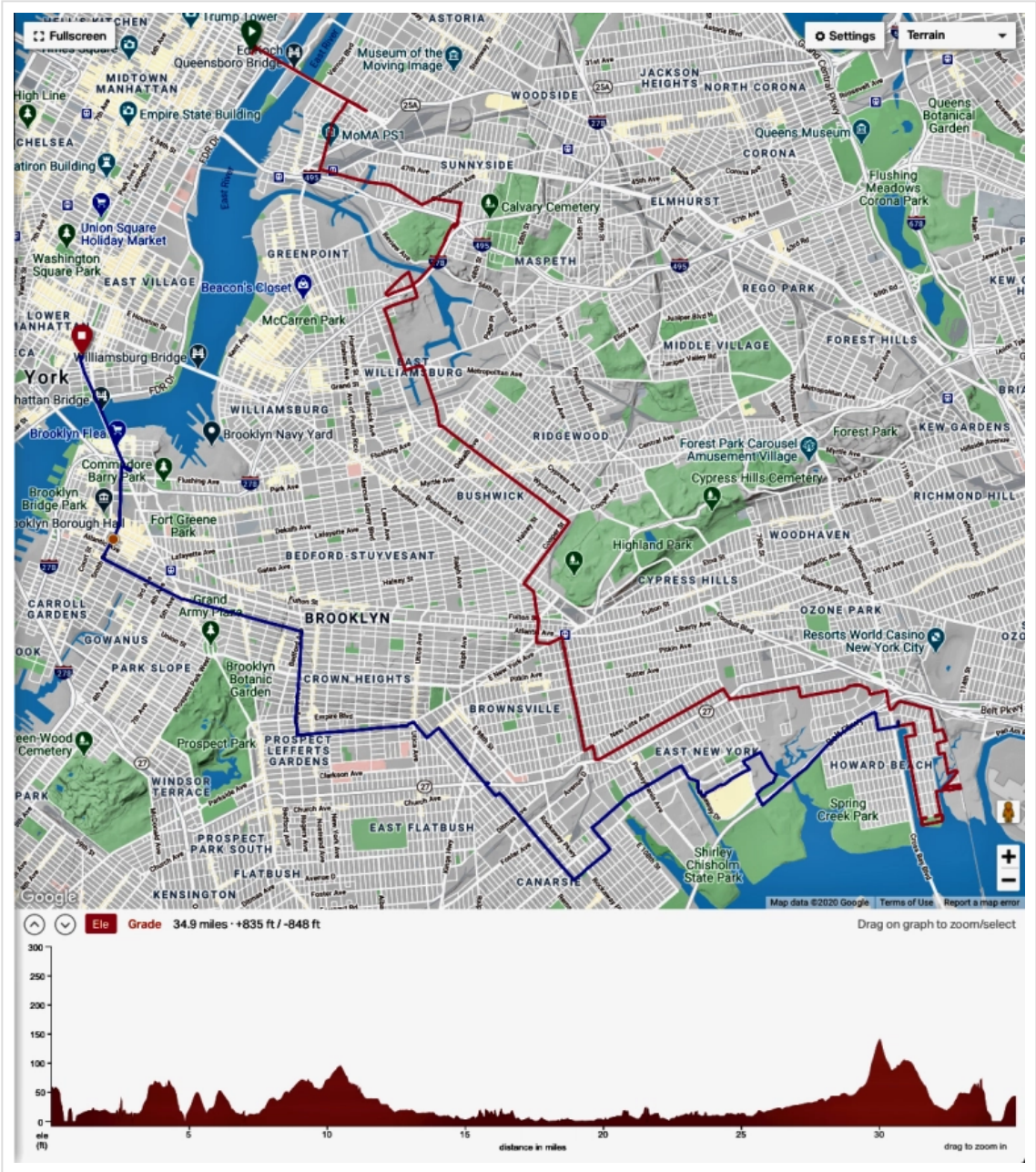
Queens #1 – Jamaica Bay, 28.5 miles – *GPS, cue sheet*



Queens #2 – Idlewild, 40.1 miles – *GPS, cue sheet*



Queens #3 – Francis Lewis, 32.1 miles – *GPS, cue sheet*



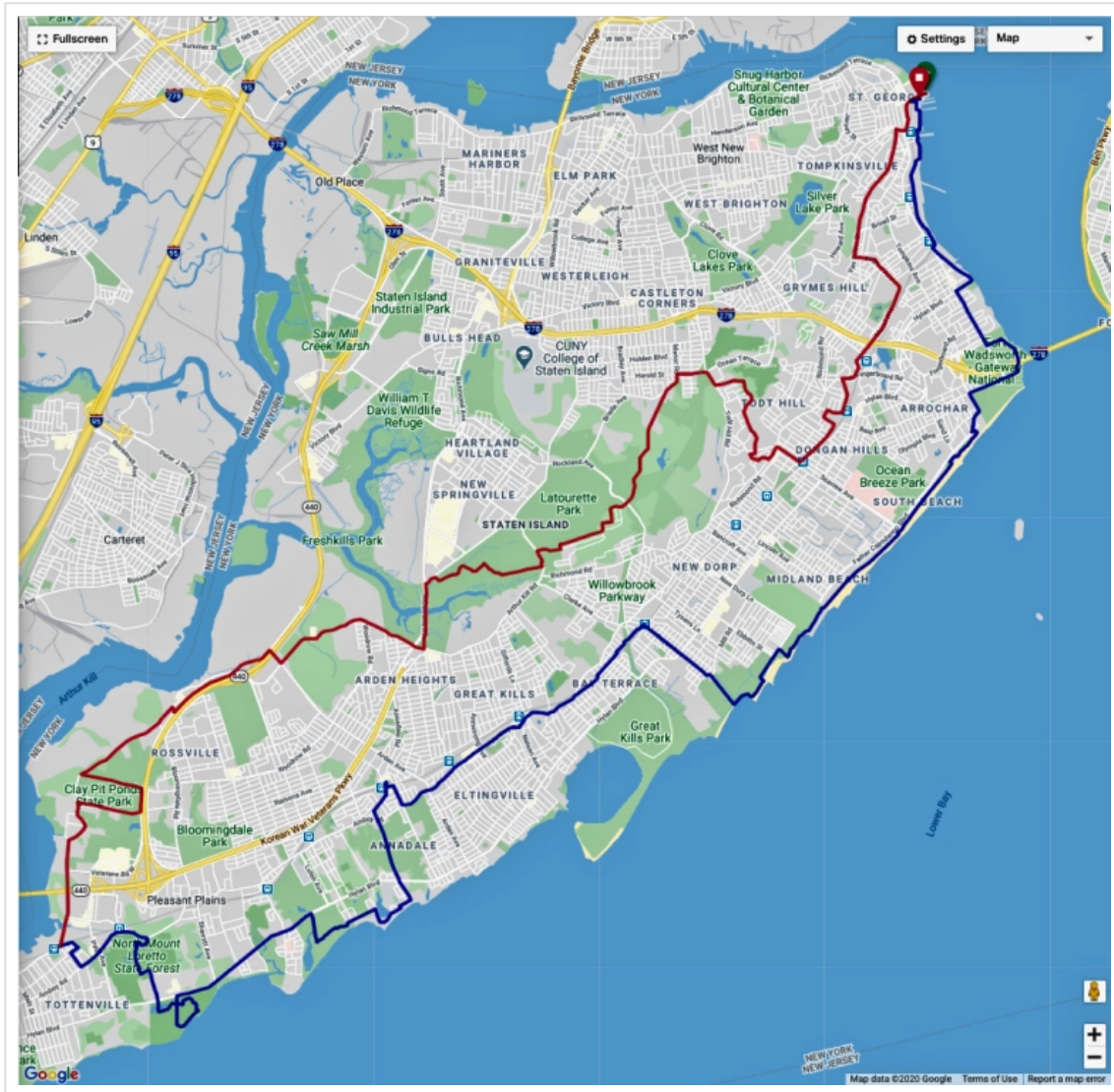
Queens #4 – Old Howard Beach, 34.6 miles – [GPS](#), [cue sheet](#)



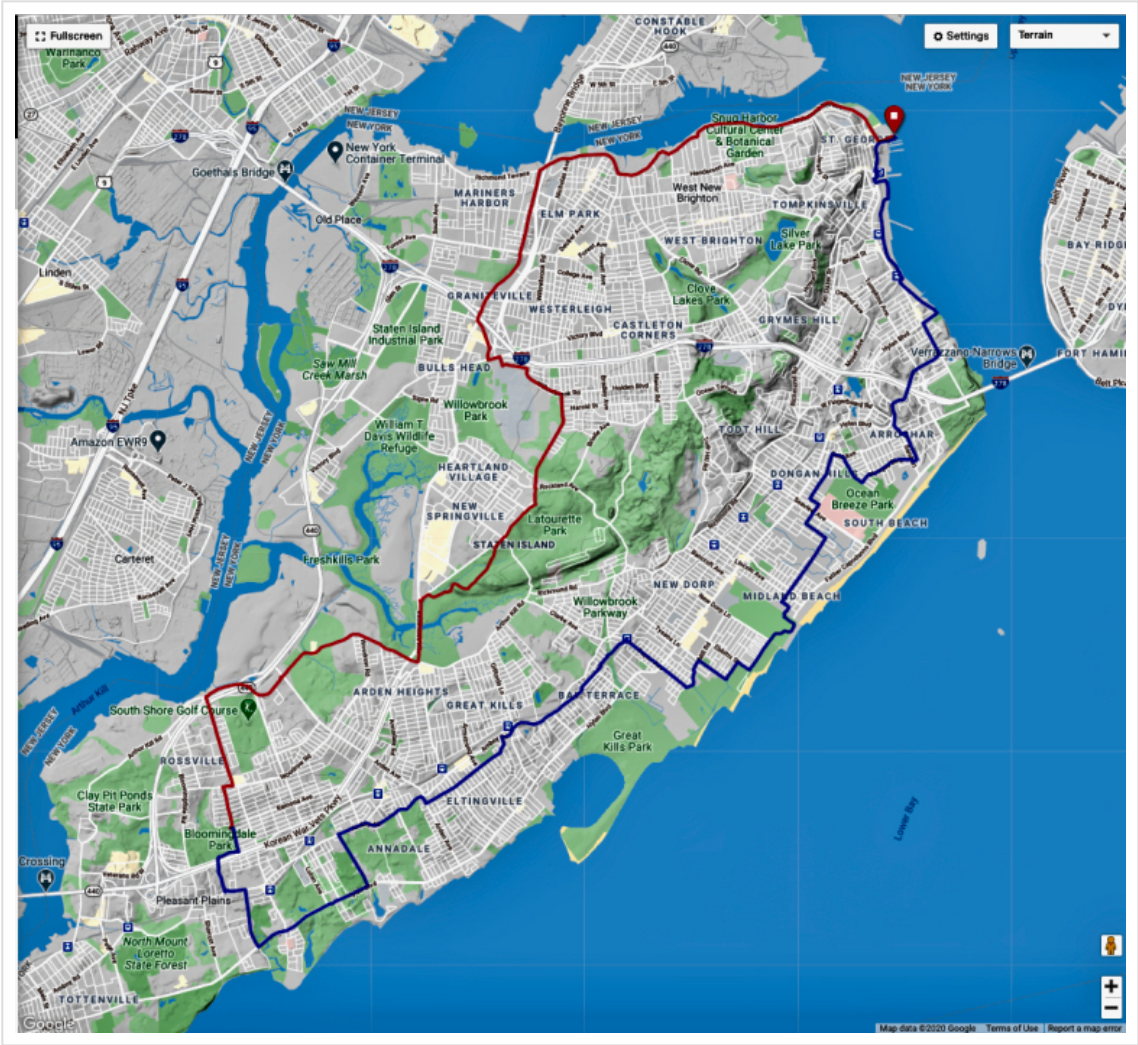
Staten Island #1 – Conference House, 41.7 miles – GPS, cue sheet



Staten Island #1A – Olympic, 7.5 miles – [GPS](#), [cue sheet](#)



Staten Island #2 – Clay Pit (Dirt), 45.4 miles – GPS, cue sheet



Staten Island #3 – Bloomingdale, 35.5 miles – *GPS, cue sheet*



Staten Island #4 – Richmondtown, 38.3 miles – [GPS](#), [cue sheet](#)

Press

- [London to transform streets to prepare for a 10-fold increase in cycling and walking](#), Smart Cities World, 5/7/20
- [How Paris became a cycling success—and built a roadmap for others](#), Curbed, 1/31/20
- [Deaths Expose Chaos of Central Park Loop](#), NY Times, 9/28/14

Bio

[Neile Weissman](#) heads up [Complete George](#)—250 organizations and communities calling for wider bikeways across the George Washington Bridge. He is Public Relations Director and a Past-President of [New York Cycle Club](#) and leads fifty rides per year across the tri-state region.



Image Alex Lektchinov.

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STATE OF NEW YORK

7026

IN SENATE

(Prefiled)

January 8, 2020

Introduced by Sen. MAY -- read twice and ordered printed, and when printed to be committed to the Committee on Transportation

AN ACT to amend the vehicle and traffic law, in relation to the operation of bicycles at stop signs and traffic-control signals

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

1 Section 1. The vehicle and traffic law is amended by adding a new
2 section 1231-a to read as follows:

3 § 1231-a. Special provisions for bicycles. 1. Notwithstanding any
4 other provision of law, a person operating a bicycle approaching a stop
5 sign shall slow down and, if required for safety, stop before entering
6 the intersection. After slowing to a reasonable speed or stopping, the
7 person shall yield the right-of-way to any vehicle in the intersection
8 or approaching on another highway so closely as to constitute an immedi-
9 ate hazard during the time the person is moving across or within the
10 intersection or injunction of highways, except that a person after slow-
11 ing to a reasonable speed and yielding the right-of-way to vehicles,
12 other persons operating a bicycle and pedestrians if required, may
13 cautiously make a turn or proceed through the intersection without stop-
14 ping.

15 2. Notwithstanding any other provision of law, a person operating a
16 bicycle approaching a steady red traffic-control signal shall stop
17 before entering the intersection and shall yield to all other traffic.
18 Once the person has stopped, the person may proceed through the steady
19 red traffic-control signal with caution. Provided, however, that a
20 person after slowing to a reasonable speed and yielding the right-of-way
21 if required, may cautiously make a right-hand turn. A left-hand turn
22 onto a one-way highway may be made on a red traffic-control signal after
23 stopping and yielding to other traffic.

24 § 2. This act shall take effect on the thirtieth day after it shall
25 have become a law.

EXPLANATION--Matter in italics (underscored) is new; matter in brackets
[-] is old law to be omitted.

LBD13771-02-9